

Highway & Airport  
Paving Equipment

Concrete Batching  
& Mixing Plants

Canal Construction  
Equipment

Trenching  
Equipment



# Guntert & Zimmerman

Company Profile



# SLIPFORM PAVING EQUIPMENT



## S1500

Paving Width: 18 ft. (5.5 m) to 42 ft. (12.8 m)  
(Optional Paving Width of 52 ft. [16 m])



## S850

Paving Width: 12 ft. (3.7 m) to 34 ft. (10.4 m)  
(Optional Paving Width of 39 ft. [12 m])



## S600

Paving Width: 8 ft. (2 m) to 22 ft. (6.7 m)  
(Optional Paving Width of 29 ft.—5 in. [9 m])



## CDBI

Avialable for All Models

# SLIPFORM PAVING SUPPORT EQUIPMENT



## TC1500

Width: 12 ft. (3.7 m) to 56 ft. (17.1 m)



## PS1200

Width: 18 ft. (5.5 m) to 40 ft. (12.5 m)  
with a 64 in. (1.62 m) Belt



## SCP

Semi-Mobile Concrete Batch Plant



## MCP

Hyper-Mobile Concrete Batch Plant

# CANAL LINING EQUIPMENT



Guntert & Zimmerman pioneered the use of mechanized and automated canal construction machinery starting in 1947. Through the years, G&Z's canal equipment has proven itself to be highly durable and reliable. Some G&Z canal equipment built and sold in 1970 are still being used today. These flexible tools have maintained their value and have kept their owners in a competitive bidding position throughout the life of the equipment. The flexible machine design is intended to allow the machine to be used on a wide variety of canal sections. They can even be converted for use on highway and airport paving. In regions of the world that rely heavily on irrigation such as the western United States, Spain and South Africa, G&Z equipment has been used to construct more than 80% of the existing concrete lined canals.

# EAGLE TRENCHERS

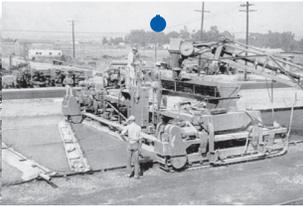


Guntert & Zimmerman is committed to manufacturing high quality bucket wheel trenchers to increase your productivity, lower your operating costs, and insure ease of operation. Eagle Trenchers are an excellent choice for a wide variety of high production trenching applications, such as foundations, utilities, irrigation and fiber optic installations. Eagle Trenchers are built rugged enough for your toughest jobs.

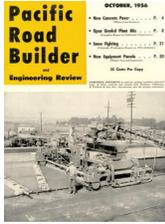
# 1942

Ronald M. Guntert, Sr., founder of G&Z, forms a limited partnership with Hickinbotham Bros., a local steel service center, and L.R. Zimmerman for the purpose of fulfilling World War II (WWII) contracts. The partnership is known as Hickinbotham Bros. Const. Div., and they establish their shipyard on the Stockton Deep Water Channel on Banner Island, Stockton, California, U.S.A.

During WWII, Hickinbotham Bros. Const. Div. enters into contracts with the Navy and Army Transportation Corps for the construction of floating crane barges, landing crafts, steel tug boats, and inter-island supply vessels. These contracts are completed so effectively that on August 27, 1944, the Army-Navy Production "E" Award for Excellence is presented to the men and women of Hickinbotham Bros. Const. Div.



# 1956



Concurrently and possibly pre-dating the development elsewhere, G&Z and Teichert Construction pioneer concrete slipform paving on highways by supplying the first dual lane, crawler track mounted slipform paver with automatic line and grade control for use on a section of Highway 99 near Manteca, California. To comply with the contract specifications, the slipform paver has to pave over fixed forms. In 1959, the slipform paving process is finally accepted for use on all concrete highways built in California without the use of fixed forms and rapidly spreads to other parts of the United States.

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# 1963

G&Z pioneers the first slipform paver ever to be used in Europe on a concrete highway project in France being built by the contractor Gailledrat. G&Z licenses SGME-Moser (Herentals, Belgium) to manufacture and sell G&Z products in Europe and the UK. The G&Z or "GZ" Paver, as the Europeans call it, is an immediate success and rapidly spreads to other European countries that build concrete roads. The same year that the slipform paver is introduced for use on European highways, G&Z pioneers the use of the slipform paver on a thick concrete airfield pavement at Orly Field (Paris, France) by the contractor Gailledrat. This is the first time a slipform paver is being used on a concrete airfield pavement anywhere in the world. The first use of a slipform paver on a concrete airfield pavement in the United States is at the Sacramento Metropolitan Airport in California in 1966 by Fredrickson & Watson.

# 1947



Immediately after World War II, G&Z turns to the design and fabrication of canal construction machinery and supplies its first set of canal machines in 1947. These original machines are used on the Grand Coulee Dam project in Washington State, the Friant-Kern Canal, and the Delta Mendota Canal Project in California. G&Z canal equipment has been used to construct over 80% of the canals in the western United States.

# 1959

The first monolithic 24 ft. (7.3 m) wide concrete pavement is constructed by true slipform paving methods without fixed forms using a G&Z concrete slipform paver. The Gordon H. Ball Company on their project near Winters, California and the Griffith Company on their project near Fresno, California each start paving with their G&Z slipform paver almost simultaneously. These machines set new standards for concrete production rates and smoothness. The first three lane wide paving ever produced in the world arrives several years later near Sacramento, California by the Gordon H. Ball Company.

# 1980

G&Z's Belgium licensee, S.G.M.E.-Moser (Herentals, Belgium), introduces the first successful paver mounted Dowel Bar Inserter (DBI) in Switzerland for inserting dowels in the plastic concrete behind a paver. The DBI is mounted off the rear of a two track slipform paver. The year prior to this, S.G.M.E. successfully introduced the first slipform paver without a DBI into the German market. These developments lead to the rapid introduction and acceptance of the slipform paver with Dowel Bar Inserter (DBI) for use in a growing Western European concrete highway reconstruction market.

# 1996

G&Z introduces its very popular S850 Slipform Paver model that sets a new industry standard for smoothness, maneuverability, and ease of width change and transport. It is during this period that G&Z patents the JC Extenders that are used to speed tractor width changes. Concurrently, the G&Z Quadra Bolsters (hydraulically telescoping bolsters) that connect to the crawler tracks are also patented with 90 degree steering capability which make it extremely easy for the contractor to go from paving to transport mode and makes on site maneuverability easier to reduce the size of hand pours.



# 1972

G&Z pioneers the first slipform paver ever to place concrete pavement at 50 ft. (15 m) wide at a thickness of 21 in. (50 cm) at the Dallas/Ft. Worth Airport (Texas, U.S.A.). This project is built by a joint venture of the Peter Kiewit Company and the H.B. Zachry Company. The runway slab cross section includes dowels and reinforcing mats and is built using two lift construction including two paving machines, one equipped with a special sidefeeder. Concrete is produced and delivered to the paving spread at rates of 1,200 cyd/hr (923m<sup>3</sup>/hr).

# 1987

G&Z introduces the first successful paver mounted Dowel Bar Inserter (DBI) in the United States on I-45 near Concordia, Texas with H.B. Zachry and a few months later on I-90 near Janesville, Wisconsin with James Cape & Sons. The I-90 project is important because the highway is being paved at 38 ft. (11.58 m) wide and the DBI was supplied to insert the bars at the location of the transverse contraction joint on a 1:6 skew. It is also the first job ever paved with a DBI that met the profilograph specification.

# 1999

G&Z designs, manufactures, and successfully introduces the first modular DBI attachment that can mount off the rear of a standard four track slipform paver with little or no modification. Long bolster extensions are not required. As a part of this patent, G&Z designs the "Compact" DBI or CDBI Module with self loading capability. The size project required to justify the use of a DBI as well as the time required to transport and change width is dramatically reduced. The CDBI also features G&Z's patented confining pan and four fork per dowel bar insertion method which insures consolidation of homogeneous concrete around the dowel bars and superior bar alignment.

# 2001

G&Z designs, manufactures and successfully introduces the first hyper-mobile, high production concrete batching and mixing plant built around the first 12 cyd (9.2 m<sup>3</sup>) twin shaft mixer ever built in the world. The plant is able to produce highly uniform concrete up to 600 cyd/hr (460 m<sup>3</sup>/hr). The plant is completely self-erecting eliminating the need for a crane and does not require foundations. The fully trailerized plant only requires 4 truck loads to move. The MCP Concrete Batch Plant is designed in collaboration with James Cape & Sons. The MCP allows Cape to increase production, improve concrete uniformity, and add a batch plant to its arsenal that is "hyper-mobile".

# 2009

G&Z introduces its new TeleEnds: Telescopic Paving Kit End Sections which dramatically reduce the time required to change paving widths without sacrificing pavement smoothness. G&Z's TeleEnds allow the contractor to perform paving kit width changes rapidly without removing bolts, use of a crane, and with just a one or two person crew. Each TeleEnd gives the contractor 3 ft. (915 mm) (or 6 ft. [1.83 m] for both sides) of quick width change capability with G&Z Slipform Pavers. With the TeleEnds, a width change that would typically take a four person crew no less than 6 to 10 hours can now be performed by one or two people in two hours or less.

# 2010

The G&Z S600 Concrete Slipform Paver is designed around a multi-purpose tractor frame that makes it ideal for city streets, secondary roads, highway and airport paving, as well as a wide range of other applications such as barrier walls, off-set paving, and zero or minimum clearance paving. The S600's design redefines what mobility means for a small paver without sacrificing the same performance advantages contractors have come to expect from G&Z's large and mid-size paver. Utilizing G&Z's time tested and rugged paving kit design, the S600 is capable of achieving excellent ride numbers on the toughest IRI and zero blanking band projects.



# 2005

G&Z designs, manufactures, and successfully introduces its PS1200 Placer Spreader which can spread at widths of up to approx. 40 ft. (12.5 m). The G&Z PS1200 3 or 4 track Placer Spreader is self-loading and can be transported in a single truckload. It is provided with a powerful 64 in. (1626 mm) wide roll-in / roll-out belt, that rapidly receives and spreads the concrete load. Depending on the batch size, hourly production rates between 300 to 500 cyd/hr (228 - 380 m<sup>3</sup>/hr) can be achieved. The PS1200 also includes a patented strike off relocation feature which allows the belt side to be changed from one side to the other in under a couple hours.

# 2009

G&Z teams up with Leica Geosystems and Flynn Construction (Dubuque, Iowa) to place the smoothest concrete ever achieved anywhere using Leica's Total Station stringless technology using a G&Z S850 Paver. On its 10.5 mi. (16.8 km) Highway 65 demonstration project near Mason City, Iowa, Flynn earns 100% of the available smoothness bonus and does zero grinding under Iowa's very strict zero blanking band specification. Since the fall of 2009, G&Z and Leica Geosystems successfully starts up multiple stringless installations around the United States. G&Z and Leica Geosystems commit to taking this relatively new technology for the concrete paving industry to a new level of excellence.



# G&Z

## PAVING SCHOOL

Founded in 1942, Guntert & Zimmerman has been successfully designing and manufacturing specialized heavy construction machinery for the contracting industry since 1947. G&Z has built its reputation by pioneering innovative new equipment solutions that have substantially increased civil engineering contractor's productivity for decades.

G&Z designs equipment for excellent function, ease of maintenance and long life rather than for specific price point. The strength of G&Z's equipment design offers contractors years of productive and profitable use. G&Z's partnership with the end user in the field is evident in all its designs. These long-held precepts have successfully carried G&Z throughout its history and into the present.

Valuable information contributed by our customers and G&Z's years of field experience have resulted in many innovative and pioneering equipment designs that have been used successfully on numerous high profile construction projects worldwide:

- Dallas / Ft. Worth Airport, Texas, U.S.A.
- Chap Lap Kok Airport, Hong Kong, P.R., China
- Cape Kennedy Shuttle Landing Strip, Florida, U.S.A.
- 407 Toll Road Project, Toronto, Ontario, Canada
- California Aqueduct, California, U.S.A.
- Delta Mendota Canal, California, U.S.A.
- Central Arizona Project, Arizona, U.S.A.
- Ghazi Barotha Power Channel Project, Pakistan

It is our hope that we have adequately illustrated the depth of G&Z's experience and demonstrate our sincere efforts to supply you with most innovative equipment available and exceptional before and after sales service that will give you years of productive, dependable and profitable service. This is our daily commitment.

Every winter, G&Z conducts a paving school as a service to anyone who is interested in learning about its products. It is also an opportunity for its customers to provide training for their crews. G&Z's workshop format and small group size allow the attendees one-on-one interaction with expert instructors.

Workshop curriculum includes design of closed and open loop hydraulic circuits and 12 and 24V DC electrical control systems. Programmable logic controllers and networked microcontroller systems are also covered in detail with emphasis on calibration and troubleshooting. G&Z also teaches the latest in paving best practices to help improve contractor paving results.

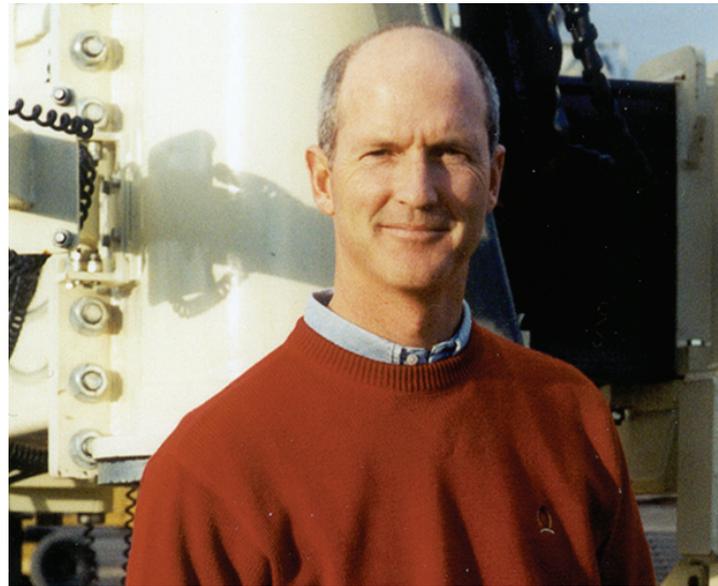
The school provides an opportunity to share and troubleshoot specific problems with an instructor or the group to find a solution. Every year, attendees comment on the purely technical content of the workshops which helps their productivity and performance in the field.



# SERVICE DEPARTMENT

**Before Sales:** G&Z is continually searching for more efficient ways to retrieve, maintain, and circulate information on its products and the paving industry so it can respond quickly to customers' needs. G&Z's library is full of valuable technical information that is available for customer use. G&Z's professional sales and marketing staff will provide you with rapid and thorough responses to your requests for information. From a basis of understanding the various construction disciplines where its equipment is used, G&Z is readily available to discuss questions and needs, present and future.

**After Sale Support:** G&Z's staff has a simple unwavering instruction: "When a customer calls, drop what you are doing and take care of the customer's needs immediately". G&Z's dedicated staff is knowledgeable about the various construction disciplines where its equipment is used. If there is a question a staff member cannot answer, they will quickly put find someone who can. Rapid response to its customers' parts needs is facilitated by G&Z's readily available stock of parts and its location in Central California. There are four major international airports within 1.5 hours of the factory, allowing counter-to-counter airfreight service. Same day service is possible, depending on the time of the call.



Solving difficult equipment dilemmas in partnership with our customers is a tradition passed on from my late father who founded our company in 1942. Solving problems and searching for innovative and practical solutions for our customers is our daily mission. Staying close to problems encountered in the field and soliciting feedback from end users has made Guntert & Zimmerman a leader in pioneering and perfecting new equipment ideas.

G&Z's reputation is built on solutions that work. I am proud of the value, quality, and sturdiness of our equipment. This is evident at first glance because we engineer equipment to last in order to provide you with years of productive, dependable, and maintenance free use.

I take great satisfaction in the quality and caliber of our team. Training and education are continuous processes at G&Z. Our engineering, manufacturing, and service personnel work hand in hand to constantly improve the state of the art. Together, we pride ourselves on providing our customers with the total support of our knowledgeable team. We get involved early on in your project and follow through to the job site, working closely with you to assure the equipment is working to your maximum benefit.

Here at G&Z we take great pleasure in meeting and exceeding the needs and expectations of our customers. We welcome the opportunity to demonstrate our capabilities and extend our services to you.

**Ronald M. Guntert, Jr.**  
CEO

# G & Z FACILITY

G&Z was originally located on Banner Island near the Port of Stockton, CA (approximately 30 mi. (48 km) from its present location). G&Z relocated its operation in 1984 to Ripon, CA when the city of Stockton would not renew G&Z's lease on the property with the intention of developing the Stockton Waterfront.

G&Z's warehouse, steel storage, and manufacturing space is located in the heart of California's agriculturally rich Central Valley. The facility is situated on a large parcel, fronting Highway 99.



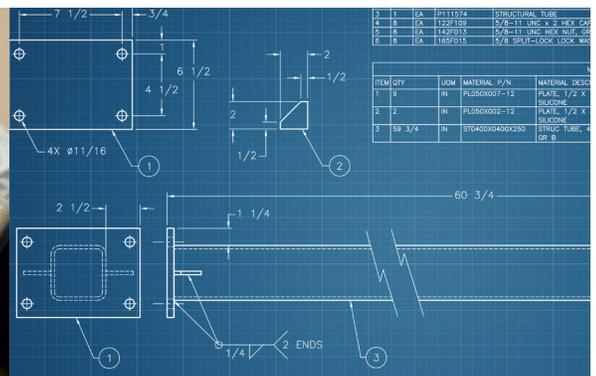
# ENGINEERING CAPABILITIES

The goal of our engineering and sales staff is to vigorously seek and qualify the feedback from our customers for the purposes of identifying and building the right machine for the market the first time.

Every design starts with attempting to understand a customer's problems. G&Z's engineers sharpen their design skills by spending a great deal of time in the field with the end user. With this preliminary understanding of the "problem(s)", we go to the "drawing board" to do some good solid research and engineering to come up with conceptual "solutions". At this point, we solicit additional feedback from our customer.

G&Z utilizes the latest computerized aided drafting (CAD), as well as extensive 3-D modeling, to insure that all design objectives are met. At this juncture, we also test the designs for market acceptance and need, as well as excellent function, ease of maintenance, and simplicity of design.

During the final design process, we review all designs with our customer, service personnel, and factory staff for any last minute revisions before producing final drawings. It is only by going through this exhaustive design process that G&Z's solutions hit very close to their mark the first time.



# PRODUCTION PLANT

Guntert & Zimmerman and Guntert Sales' (G&Z's sister company d.b.a. Guntert Steel) facility is located on the West Coast of the U.S.A. in Central California. The Ripon facility lies in the heart of the Central Valley, 4 mi. (6.4 km) north of Modesto and 26 mi. (41.8 km) south of Stockton on a 22 acre (8.9 ha) parcel fronting Highway 99.

The Guntert facility has 112,000 ft<sup>2</sup> (10405m<sup>2</sup>) of covered warehouse, steel storage, and manufacturing space. All building bays are serviced by one or more 5 Ton (4.5 tonne) overhead bridge cranes. There is an additional 40,000 ft<sup>2</sup> (3716m<sup>2</sup>) of outside concrete slab area for parts storage and machine assembly. In the yard, there is a 30 Ton (27.2 tonne) crawler mounted, electric Marion Crane for heavy lifting.

G&Z's processing shop produces intricate parts that are designed under tight tolerances. G&Z machinists utilize the latest NC tools to ensure components fit accurately. Highly skilled and experienced technicians manufacture, assemble, and test each machine prior to shipment.

## PRE-PRODUCTION PROCESSING

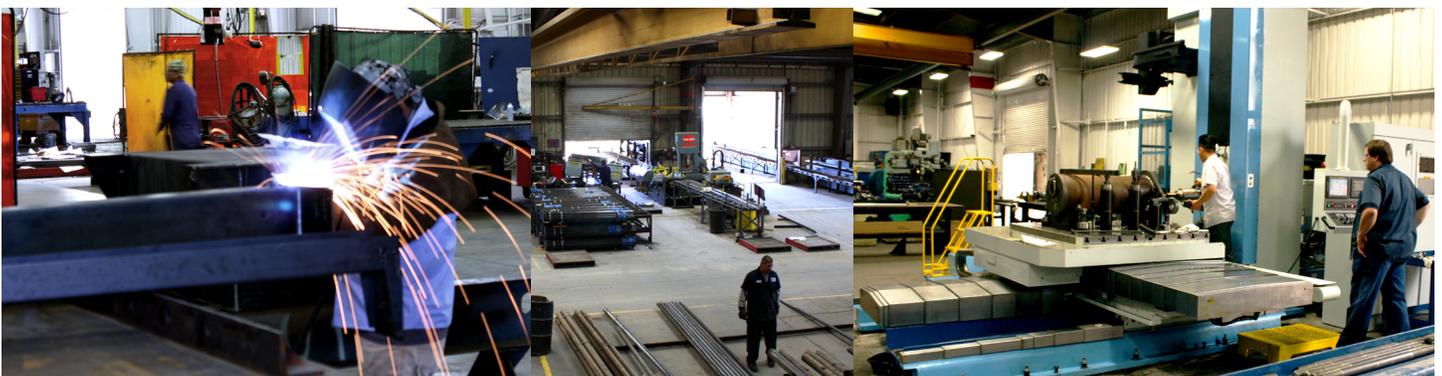
Shop capabilities within G&Z are exceptional. With an average inventory of 3,500 tons (3175 tonnes) of steel, there is an ample and readily available supply for the manufacture of parts so we can rapidly respond to our customer's needs. Several pre-production processing areas can burn, shear, cut, form, and make parts ready for welding, assembly, or machining.

## FABRICATION / MACHINE SHOP

After processing the steel, it is then passed on to the Fabrication and/or Machine Shops where components are welded or machined in preparation for the Paint Shop or Assembly. G&Z's highly skilled machinists and fabricators utilize the latest fabrication tools and extensively use jigs and fixtures to insure that your parts are accurate, interchangeable, and have only the highest quality welds.

## ASSEMBLY SHOP

Besides our assembly facility and the outside storage space, there is an even larger drained and graded area for outside large machine assembly and parts storage. Most of the assembly process is completed indoors by personnel who also serve as Field Service Technicians. When you witness the thought that goes into our designs, the quality of our weldments, the finish on our machined parts, and the neatness of our hydraulic and electrical systems, you will be confident that your substantial investment will bring you years of dependable and trouble free service.



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